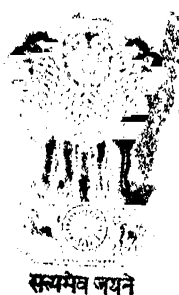


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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1958-9

Volume I

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1960

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PRINCIPAL STATISTICS OF RAILWAY OPERATIONS

TABLE I.—ALL INDIAN RAILWAYS (including Non-Government Railways) (1)

Items	1953-4	1954-5	1955-6	1956-7	1957-8	1958-9
Capital at charge (crores) Rs.	878.46	910.91	975.49	1,078.23	1,228.67*	1,362.80
Route mileage as on 31 March	34,405.58	34,705.16	34,735.60	34,744.05	34,886.97	35,080.65
Gross earnings (crores) Rs. (2) (a) (b)	272.81	288.59	317.51	350.55	382.95*	392.33
Total working expenses (crores) Rs. (3) (a)	232.02	235.99	260.17	280.13	311.17*	324.57
Operating ratio (per cent) (4)	85.05	81.77	81.94	79.91	81.26*	82.78
Number of passengers originating (million)	1,220.40	1,260.89	1,297.36	1,382.54	1,430.29*	1,440.92
Passenger miles (million)	37,548.57	38,649.31	39,083.29	42,194.47	42,328.50*	42,590.76
Earnings from carriage of passengers (crores) Rs.	101.25	103.74	108.75	117.39	120.05*	117.57
Average earnings per passenger mile, nP.	2.70	2.68	2.78	2.78	2.77*	2.76
Freight tons originating (million)	99.36	106.98	115.27	125.38	133.69*	136.10
Freight ton miles (million)	29,567.62	32,124.14	36,471.85	40,224.69	45,644.40*	46,768.00
Earnings from carriage of goods (crores) Rs. (6)	145.39	156.45	177.02	201.09	225.71*	237.04
Average earnings per freight ton mile, nP.	5.89	5.78	5.78	5.89	5.85*	5.90
Total train miles (million)	194.81	201.05	209.50	217.82	226.97*	230.13
Gross earnings (2) per train mile, Rs.	14.8	15.2	16.0	17.0	18.0	18.2
Working expenses (3) per train mile, Rs.	12.6	12.5	13.2	13.8	14.8	15.2
Net earnings (5) per train mile, Rs.	2.19	2.62	2.75	3.24	3.19	2.96
Net earnings (5) per mean mile worked, Rs.	12,447	15,231	16,463	20,238	20,629*	19,351

TABLE II.—GOVERNMENT RAILWAY SYSTEM (including worked lines)

Items	1953-4	1954-5	1955-6	1956-7	1957-8	1958-9
Capital at charge (crores) Rs. (7)	843.33	872.98	920.31	1,033.02	1,169.13	1,294.81
Route mileage as on 31 March	33,852.15	34,151.73	34,182.17	34,290.81	34,461.88	34,636.25
Gross earnings (crores) Rs. (2) (a) (b)	270.75	286.89	315.91	348.89	381.42	390.77
Total working expenses (crores) Rs. (3) (a)	230.18	234.50	258.84	278.76	309.76	323.23
Operating ratio (per cent) (4)	85.02	81.74	81.93	79.90	81.21	82.72
Number of passengers originating (million)	1,193.58	1,236.18	1,275.28	1,359.68	1,410.18	1,422.46
Passenger miles (million)	37,095.65	38,316.09	38,733.60	41,878.33	43,042.93	42,258.52
Earnings from carriage of passengers (crores) Rs.	99.92	102.62	107.71	116.33	119.10	116.74
Average earnings per passenger mile, nP.	2.69	2.68	2.78	2.78	2.77*	2.76
Freight tons originating (million)	98.14	105.51	114.05	124.07	132.44*	134.75
Freight ton miles (million)	29,510.40	32,089.98	36,434.00	40,185.78	45,609.71*	46,709.48
Earnings from carriage of goods (crores) Rs. (6)	144.77	155.95	177.43	200.58	225.20	236.40
Average earnings per freight ton mile, nP.	5.89	5.78	5.73	5.89	5.84*	5.98
Total train miles (million)	191.95	198.62	207.24	215.52	224.76	228.00
Gross earnings (2) per train mile, Rs.	14.9	15.2	16.1	17.1	18.1	18.3
Working expenses (3) per train mile, Rs.	12.7	12.6	13.3	13.8	14.9	15.2
Net earnings (5) per train mile, Rs.	2.20	2.64	2.77	3.26	3.21	2.98
Net earnings (5) per mean mile worked, Rs.	12,578	15,415	16,621	20,414	20,825*	19,535

* Revised.

(1) For details of Government and Non-Government Railways please see Appendix D of this Volume.

(2) Gross earnings represent the true earnings in an accounting period irrespective of whether the amounts have been realised or not. Accordingly, the amounts shown do not include suspense.

(3) These figures of working expenses are the administrative figures of railway accounts representing true expenses of the railway system in an accounting period irrespective of whether the expenses have been disbursed. These are accordingly the sum total of the ordinary working expenses and the appropriation to the depreciation reserve fund only; the amount of suspense and 'payments to worked lines' being not included.

(4) The operating ratio shown here represents the percentage of working expenses to gross earnings, as defined in explanations at (2) and (3) above.

(5) Net earnings represent gross earnings minus working expenses, as defined in explanations at (2) and (3) above.

(6) Earnings from 'carriage of goods' shown here exclude earnings from demurrage, wharfage, etc. For total goods earnings inclusive of these amounts, please see table under para on 'Traffic receipts' in Chapter II of this Volume.

(7) Includes the capital outlay of worked lines but excludes the capital-at-charge of railway manufacturing units and miscellaneous independent projects such as the Chittaranjan Locomotive Works, the Integral Coach Factory, the Locomotive Component Works, the Metre Gauge Coach Factory, the Ganga Bridge Project, the Railway Electrification Project, etc. Details of such manufacturing units and independent projects will be found in Statement 2(a) of Volume II of this Report for the respective years.

(a) The figures of earnings and expenses of Government Railways are exclusive of the freight charges on the carriage of railway stores and fuel which during 1952-3 and 1953-4 were treated as free hauled traffic but commencing from 1 April 1954, the freight charges on this account are taken in reduction of operating expenses instead of being credited to earnings.

(b) Includes earnings from Mormugao Harbour upto 1955-6.

**TABLE III.—FINANCIAL RESULTS OF WORKING OF GOVERNMENT RAILWAYS
ON CASH BASIS AS FOR BUDGET PURPOSES**

Items	1953-4	1954-5	1955-6	1956-7	1957-8	1958-9
(1) Capital at charge** (crores) Rs.	869.30	901.58	968.98	1,071.71	1,222.44	1,356.59
(2) Gross traffic receipt† (crores) Rs.	274.29	286.78	316.29	347.57	379.78	390.21
(3) Working expenses (including suspense and payments to worked lines) (crores) Rs.§	231.75	236.09	258.22	279.26	309.44	321.44
(4) Operating ratio (per cent) i.e. item 3 × 100.	84.49	82.32	81.64	80.35	81.48	82.38
Item 2						
(5) Dividend to General Revenues (crores) Rs.	34.36	34.96	36.12	38.16	44.40	50.39
(6) Surplus (+)/Deficit (—) (crores) Rs.	+2.56	+9.10	+14.22	+20.22	+13.38	+8.93

** Represents capital-at-charge of the Government owned lines and the Government Railway Manufacturing Units and miscellaneous independent projects detailed in Statement 2(a) of the Volume II of this Report. Does not include the capital outlay of the worked lines of the Government Railway System.

† Gross traffic receipts equal gross earnings *plus* suspense.

§ Represent ordinary working expenses *plus* appropriation to depreciation reserve fund *plus* payments to worked lines *plus* suspense.

INTRODUCTORY NOTE

1. The Railway Board's Annual Report on Indian Railways relates to the financial year, *i.e.*, from 1 April of one year to 31 March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working, such as general administration, financial results, improvements in and additions to rolling-stock, commercial and operating methods, recruitment, training and welfare of staff, and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and all other aspects of railway working.

2. With effect from 15 January 1958, the old North Eastern Railway was bifurcated into two zones. The *ex*-Pandu Region with the exception of a few branch lines has been formed into a separate independent unit called the Northeast Frontier Railway with headquarters at Pandu. The remaining portions of the old North Eastern Railway have been constituted into the new North Eastern Railway with headquarters at Gorakhpur. Information for the year 1958-9 has been given in this Volume for the two newly constituted zones. Where separate figures for the two zones were available for 1957-8 also, these have been indicated ; in other cases the information against North Eastern Railway relates to both North Eastern and Northeast Frontier Railways as it stood prior to bifurcation.

3. With effect from 1 April 1954 as a result of a change in accounting procedure on Government Railways, freight charges on the carriage of railway stores and fuel are reflected in the accounts of the spending departments concerned and instead of being credited to earnings, these charges are taken in reduction of operating expenses. However, for the purpose of working out the derivatives statistical results such as earnings and expenses per train mile, per vehicle/wagon mile or per ton mile, etc., these freight charges are included as earnings and the corresponding 'deduct' entry in the working expenses ignored.

4. The supplementary charge on freight traffic raised from 6½ per cent to 12½ per cent with effect from 1 July 1957, continued upto 30 September 1958. With effect from 1 October 1958, however, the revised freight structure has been introduced. The resulting changes in rates and fares are given in Chapter III B of the Report in detail.

5. For statistical purposes, Indian Railways are classified as follows with effect from 1 April 1952 :

- (i) Government Railways, and
- (ii) Non-Government Railways.

The details of the railways falling under each category are shown in Appendix D of this volume.

6. For the information of those not conversant with the value of Indian currency and the units thereof, the following details are given :

- (a) One lakh equals one hundred thousand ;
- (b) One crore equals one hundred lakhs or ten millions ;
- (c) One naya paisa equals 1/100th of a rupee.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

7. Financial statistics shown under principal statistics of railway operation and in the following chapters differ according to the inclusion or exclusion of certain items, *e.g.*, suspense, payments to worked lines, etc. Reference is made therein to gross traffic receipts, etc. *Gross traffic receipts* include, while *Gross earnings* exclude, *suspense*. Similarly Goods earnings include earnings from demurrage, wharfage, etc., while earnings from 'carriage of goods' referred to under the principal statistics of railway operation exclude these items.

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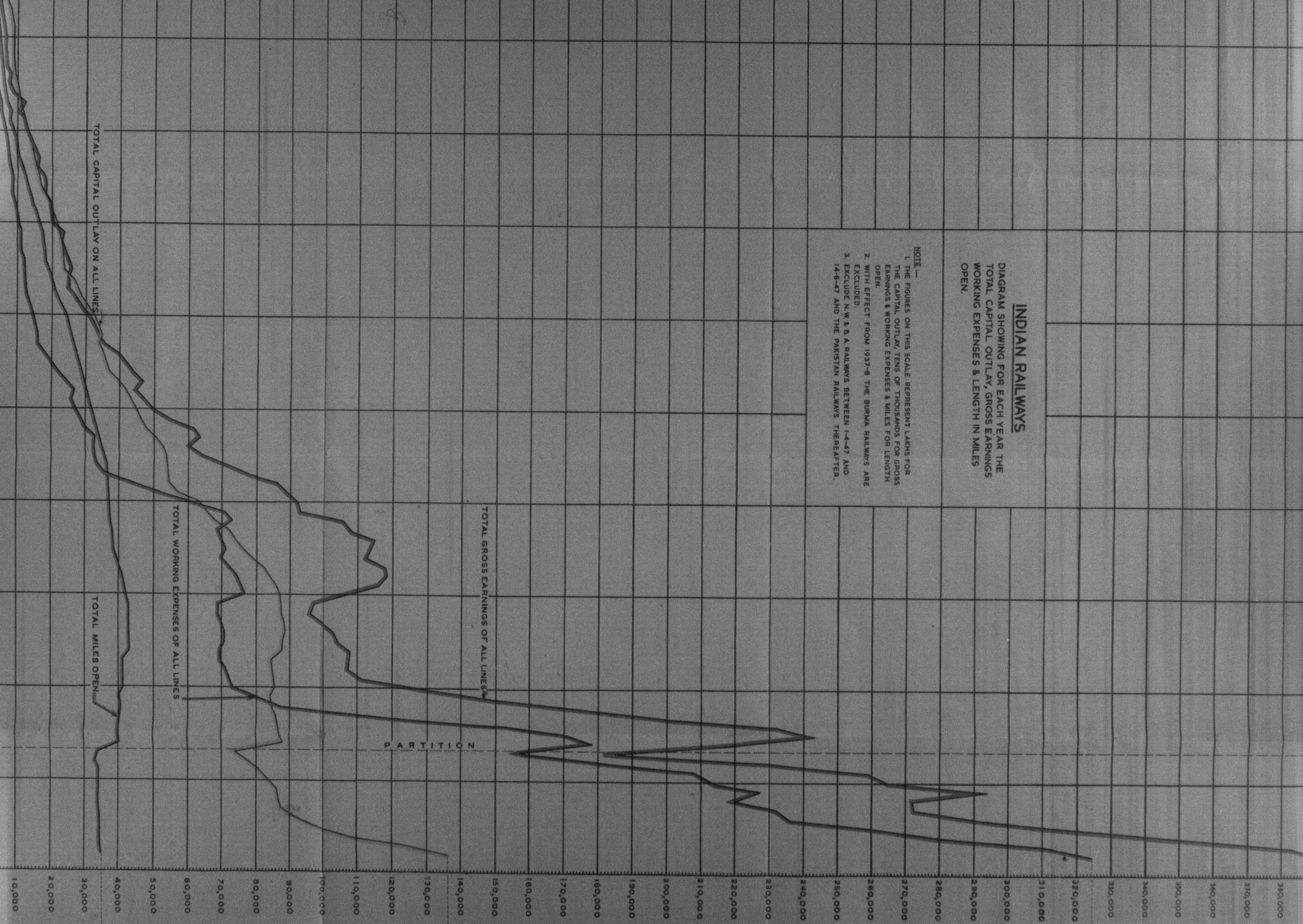
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INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE
TOTAL CAPITAL OUTLAY, GROSS EARNINGS
WORKING EXPENSES & LENGTH IN MILES
OPEN.

- NOTE.—
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
 2. WITH EFFECT FROM 1937-8 THE BURMA RAILWAYS ARE EXCLUDED.
 3. EXCLUDE N.W. & B. A. RAILWAYS BETWEEN 1-4-47 AND 14-8-47 AND THE PAKISTAN RAILWAYS THEREAFTER.



CHAPTER I

GENERAL

1. General features of the year.—The gross earnings of Indian Railways during 1958-9 exceeded the previous year's level by about Rs. 10 crores and reached a figure of Rs. 392.33 crores*. The number of passengers originating, tonnage of goods traffic originating and ton miles have all set up new records.

This was the third year of the second five year plan which witnessed an accentuation of some of the conspicuous stresses and strains to which the Indian economy has been subjected in recent years on account of the high tempo of activity in pursuance of the plan. During 1958-9 there was a further slowing down of the rate of new investment and in the growth of industrial production. The overall investment in the economy recorded only a modest rise in 1958-9 compared with 1957-8, mostly contributed by investment in the public sector. Investment activity in the private sector was somewhat lower than in 1957-8 due mainly to foreign exchange difficulties.

Agricultural output in 1958-9 season, was encouraging and the food-grains production attained a record level of 73.5 million tons compared with 62.5 million tons in 1957-8 season—an increase of 17.6 per cent. Production of oilseeds at 6.9 million tons also reached a peak level, representing an increase of 14.3 per cent over the previous year. While the output of raw cotton showed a slight decrease in 1958-9 compared with 1957-8, production of jute and mesta was the highest during the year, namely, 51.78 and 15.81 lakh bales respectively compared with 40.52 and 12.91 lakh bales in the previous year. Output of sugarcane increased from 68.02 million tons in 1957-8 to 70.92 million tons in 1958-9. Production of tea in 1958 reached a new record level of 711 million lbs., representing an increase of 4 per cent over the previous year.

Industrial production showed a further increase, but the rate of increase slowed down for the second year in succession. The average general index of industrial production, which stood at 139.7 taking 1951 as the base, showed an increase of only 1.7 per cent as compared to an increase of 3.5 per cent in 1957 over 1956. The decline in the pace of industrial growth is attributable partly to continued shortage during the greater part of the year, of essential raw materials and components and partly to the slackness in certain sectors, particularly cotton textiles, which showed a decline of 5.8 per cent in 1958 compared with 1957. Production of sugar declined by 16.1 per cent while the output of automobiles fell by 5.4 per cent in 1958 as compared with 1957. Production of steel declined from 1.35 million tons in 1957 to 1.30 million tons in 1958 due to strikes in two leading steel factories and interruption to normal production caused by the modernisation programme of the Tatas and the Indian Iron and Steel Company. Raisings of coal increased from 43.5 million tons in 1957 to 45.3 million tons in 1958, representing an increase of only 4 per cent as compared to a rise of 10.3 per cent in 1957. In the case of cement also, the rate of growth in production recorded a slowing down. Production of cement totalled 6.1 million tons in 1958 compared with 5.6 million tons in 1957.

The demand for cement, however, did not keep pace with the increased output due to shortage of steel and slower rate of implementation of some of the plan projects, leading to heavy accumulation of stocks, which rose from 109,000 tons at the end of 1957 to 154,000 tons at the end of 1958. Production of salt increased substantially to 112.5 million maunds during 1958 against 98.7 million maunds in 1957. In the chemicals group, substantial increases in output were registered in the case of sulphuric acid, caustic soda and fertilizers. Appreciable increases were also noticed under several other

* Inclusive of non-Government Railways.

groups in 1958 as compared with production in 1957, such as, 'general engineering' (4.8 per cent), 'non-ferrous metals' (9 per cent) and 'iron ore' (23.8 per cent). The new industries set up since 1951 and not included in the general index of industrial production recorded sharp increases.

The import and export figures reveal a reduced level of foreign trade. Aggregate import payments at Rs. 10,46.5 crores declined by as much as Rs. 1,58 crores from the level of 1957-8. The fall in imports was wholly the result of a further contraction in private imports. Government imports, however, continued to rise and reached a high figure of Rs. 5,28 crores against Rs. 5,09 crores in 1957-8. The main brunt of the import cuts on the private sector fell on wholly or mainly manufactured goods. Iron and steel imports were lower by Rs. 41 crores. Other commodity groups to register decline were 'other metals', vehicles, electrical goods, dyes and colours and drugs and medicines. Imports of raw material were however higher. Import payments for mineral oils were lower by Rs. 8 crores, whereas those for chemicals increased by Rs. 2 crores. Among different items of imports by the public sector, capital equipment for government projects and railway stores accounted for a rise of about Rs. 70 crores. Imports of iron and steel and other stores together were lower by Rs. 47 crores. Imports of food grains were lower by Rs. 10 crores than in the previous year.

The performance of exports was not encouraging either, due mainly to adverse commercial conditions abroad. At Rs. 5,76 crores, the level of export earnings in 1958-9 was Rs. 19 crores less than in the preceding year. Exports of manganese ore fell from Rs. 30 crores in 1957-8 to Rs. 14 crores in 1958-9. The decline in earnings from exports of cotton textiles and jute goods was as much as Rs. 14 crores and Rs. 12 crores respectively. Export of vegetable oils recorded a decline of Rs. 5 crores during 1958-9, when the total exports of vegetable oils were valued at Rs. 10 crores. Exports of tea and raw cotton proved exceptions to the general downward trend in export earnings. Export of tea recorded a rise of Rs. 19 crores to Rs. 138 crores in 1958-9. Raw cotton exports increased by Rs. 7 crores in 1958-9 over the level of 1957-8.

The rising trend in national income witnessed since 1949-50 received a set-back in 1957-8, due mainly to a sharp fall in agricultural production, only partly offset by a rise in the contribution made by other sectors. The preliminary estimates for 1958-9 place the national income at Rs. 1,15,70 crores, against Rs. 1,08,30 crores in 1957-8, representing an increase of 6.8 per cent over 1957-8. This is chiefly due to the substantial increase in agricultural production which has reached record levels under several commodities.

These developments in the economic activities of the country have naturally exerted their influence on the operating and financial results of the railways. The passenger traffic in terms of passenger miles and earnings from passengers carried recorded a decline in 1958-9, reflecting perhaps the fall in agricultural output during 1957-8 agricultural season. The increase in goods earnings is attributable partly to the introduction of the revised freight structure from 1 October, 1958 and partly to the increase in traffic, though the rate of increase was slower as compared with the previous year, in tune with the slackening tempo of industrial growth.

2. General Review of Working.—Gross earnings* of all Indian Railways for the year 1958-9, including non-Government Railways, amounted to Rs. 392.33 crores as against Rs. 382.95** crores for the year 1957-8. As compared with the previous year, the earnings from passengers carried decreased by Rs. 2.48 crores or 2.06 per cent, while earnings from goods carried registered an increase of Rs. 11.33 crores or 5.02 per cent in 1958-9. After excluding the increases resulting from increase in freight from 1 October 1958 (about 5 crores) there was a small increase in the earnings from freight traffic in 1958-9 as compared to 1957-8.

* Gross traffic receipts include, while gross earnings exclude, 'Suspense'.

** Revised.

The gross traffic receipts* of Government Railways amounted to Rs. 390.21 crores. After meeting all charges, including depreciation amounting to Rs. 45.87† crores but excluding interest charges, the net revenue on the results of working for the year amounted to Rs. 59.32 crores against Rs. 57.78 crores in 1957-8. In accordance with the terms of the railway convention, an amount of Rs. 50.39 crores was paid as representing the dividend on the capital invested out of the general revenues in the railway undertaking, excepting the strategic lines. The surplus for the year amounted to Rs. 8.93 crores as against Rs. 13.38 crores in 1957-8, the reduction being due to the fact that the contribution to general revenues increased by Rs. 5.09 crores over that of 1957-8 as a result of the progressive expansion in the volume of railway assets.

Certain important statistics relating to the traffic handled during 1958-9 as compared with 1957-8 for all railways are given below:

PRINCIPAL STATISTICS OF WORKING OF INDIAN RAILWAYS (INCLUDING
NON-GOVERNMENT RAILWAYS)

Items		1957-8	1958-9	Percentage Inc. (+) or Dec. (-) over 1957-8
Number of passengers originating	(millions)	1,430.3*	1,440.9	+0.74
Passenger miles	(millions)	43,328.5*	42,500.8	-1.91
Earnings from passengers	(crores) Rs.	1,20.05*	1,17.57	-2.06
Average amount earned per passenger per mile	(Naye Paise)	2.77*	2.76	-0.36
Average length of passenger journey	(Miles)	30.3	29.5	-2.64
Freight tons originating	(millions)	1,33.7*	1,36.1	+1.80
(a) Revenue earning traffic	(millions)	101.8*	102.9	+1.05
(b) Non revenue traffic	(millions)	31.9*	33.2	+4.17
Net ton miles	(millions)	45,641*	46,752	+2.43
(a) Revenue-earning traffic	(millions)	38,623*	39,576	+2.47
(b) Non revenue traffic	(millions)	7,021*	7,176	+2.21
Earnings from revenue earning tonnage	(crores) Rs.	2,20.71*	2,37.04	+5.02
Average amount earned per revenue-earning ton per mile	(Naye Paise)	5.85*	5.99	+2.39
Average lead of a ton of goods (both Revenue and Non-Revenue traffic)	(Miles)	341.4*	343.5	+0.62
Average lead of a ton of goods (Revenue-earning)	(Miles)	379.4*	384.7	+1.40

*Revised

During the year the number of passengers originating increased by 0.74 per cent whereas the passenger miles decreased by 1.91 per cent as compared to the previous year. The decrease in passenger miles noticed under third class was due to a reduction in the average distance travelled by each passenger from 29.6 miles in 1957-8 to 28.7 miles in 1958-9. The overall lead of passengers has also dropped from 30.3 miles in 1957-8 to 29.5 miles in 1958-9. Under goods traffic, there has been an increase both under tons originating and net ton miles in 1958-9. The average haul of a ton of goods also increased from 341.4 miles in 1957-8 to 343.5 miles in 1958-9.

The position on Government Railways is also similar. Although the number of passengers originating increased from 1,410 million to 1,422 million, passenger miles registered a decline from 43,043 million to 42,250 million. The decrease is confined to second and third classes ordinary non-suburban traffic. The decrease under second class ordinary was due to the policy of gradual withdrawal of second class accommodation from passenger trains on Indian Railways, with a view to reducing the number of classes of travel while the drop under third class was due to a drop in the average distance travelled by passengers.

The total volume of goods traffic inclusive of non-revenue traffic on Government Railways stated in terms of net ton miles recorded, during the year, an increase of 2.41 per cent over the previous year. The increase in revenue earning and non-revenue traffic amounted to 2.45 and 2.21 per cent respectively. The analysis of the traffic according to principal commodity groups during the year as compared with the previous year given below.

* Gross traffic receipts include, while gross earnings exclude, 'Suspense'.

† Rs. 0.87 lakhs are chargeable to the manufacturing suspense (capital) being depreciation on capital assets of the Chittaranjan Locomotive Works (58 lakhs) and the Integral Coach Factory (29 lakhs) as explained in Chapter II.

showed a somewhat marked drop in the higher rated group 'other commodities'.

DISTRIBUTION OF TON MILEAGE UNDER PRINCIPAL COMMODITY GROUPS—
(GOVERNMENT RAILWAYS)

	1957-8 per cent	1958-9 per cent
Revenue-earnings traffic	84.61	84.64
Coal for the public and non Government railways	23.37	25.54
Grains	10.56	11.70
Oil seeds	1.46	1.47
Other commodities	49.22	45.93
Non revenue traffic	15.39	15.36
Railway coal	13.62	18.51
Railway stores and materials	1.77	1.85

Turning to the operating aspect, the Government Railways did, during the year, 2.83 million more train miles (excluding departmental) or an increase of 1.33 per cent as compared with 1957-8.

Passenger train miles increased by 1.48 per cent. As compared with 1957-8, the percentage of trains not losing time to the total improved from 77.63 to 77.99 on the broad gauge and from 79.89 to 80.88 on the metre gauge, inspite of severe dislocation of traffic caused by unprecedented rains, floods, and breaches and the resultant engineering speed restrictions, heavy traffic moved and large scale development works undertaken in connection with the Second Plan.

Goods train mileage totalled 92.04 million, representing an increase of 1.13 per cent over the previous year. The average freight load hauled by each train increased on the broad gauge by 10 tons from 603 to 613 but on the metre gauge decreased by 3 tons from 275 to 272.

The number of wagons loaded on the broad gauge during 1958-9 was 5,530,392, an increase of 72,936 wagons, or 1.34 per cent over the figures for the previous year. On the metre gauge, the number loaded was 3,304,237 or 2.78 per cent less than the previous year. The mileage performed daily on an average per wagon had, however, decreased from 47.3 to 45.6 miles in 1958-9 on the broad gauge, and from 30.1 to 28.8 miles on the metre gauge. As compared with 1957-8 the net ton miles per wagon day also recorded a decline from 598 to 573 on the broad gauge and from 225 to 216 on the metre gauge.

The average number of engines in use daily during 1958-9 rose by 1.5 per cent on the broad gauge and 5.1 per cent on the metre gauge as compared with 1957-8.

The percentage of engines under or awaiting repairs increased from 15.1 to 15.3 on the broad gauge, while it decreased from 15.7 to 15.3 on the metre gauge during 1958-9.

Net ton miles per locomotive day on line and in use showed increases on the broad gauge but decreases on the metre gauge.

Engine user in terms of engine miles per day per engine on line, that is, inclusive of the time under repairs, etc., has registered a slight decline from 85 to 84 on the broad gauge and from 74 to 73 on the metre gauge.

Better operating results could not be achieved during the year under report as they were adversely affected by factors which were beyond the control of the railway administrations, namely, heavy rains, floods and breaches dislocating operation on certain railways, labour strike at the Tatas and the ports, and last but not the least the slowing down of the economy activity.

3. Second Five-Year-Plan.—During the year under review, the progress of implementation of plan works proceeded satisfactorily. The Government Railways carried 2.4 million more tons of freight and 12 million more passengers than in the preceding year. The growth of traffic since the end of the first five year plan has been as follows:

Year	(Figures in million)	
	Originating freight traffic tons	Originating passengers
1955-6	114.1	1,275
1956-7	124.1	1,360
1957-8	132.4	1,410
1958-9	134.8	1,422

Increased operational efficiency, rehabilitation of depleted assets and modernisation programme have received constant and sustained attention during the year. Some of the important achievements are narrated below:

Self-sufficiency.—The year 1958-9 saw another step in the direction of achieving self-sufficiency in the rolling stock. At the Chittaranjan Locomotive Works, the production was 164 W. G. locomotives and one W. T. locomotive making a total of 485 locomotives since the commencement of the second plan.

The production of coaches at the Integral Coach Factory, Perambur, which is being equipped to manufacture in single shift 350 unfurnished coaches per annum (Phase I) by the end of the second plan, was 380 during the year under review making a total of 600 during the second plan period and 702 since the commencement of production in 1955. Thus, the production target for single shift working has already been exceeded.

The position of receipts of rolling stock during the year under review is as follows:

Locomotives	369
Coaching stock (in units)	1,643
Wagons (4 wheelers)	13,422

As compared to the targets fixed for the second five-year plan, the total number of stock received upto 1958-9 is as follows:

	Target	Receipts
Locomotive	2,161	1,493
Coaching stock (In units)	8,708*	4,322
Wagon (4 wheelers)	111,739	75,612

* Originally it was 8,336, later it has been decided not to procure 128 N. G. railcars during the second plan.

Track renewals.—The position regarding the supply of track materials during the year was generally satisfactory. A total of 758 miles of rails and 693 miles of sleepers has been renewed on the broad gauge and 506 miles of rails and 568 miles of sleepers have been renewed on the metre gauge, thus making a total of 1,857 miles of rails and 1,889 miles of sleepers on the broad gauge and 1,223 miles of rails and 1,816 miles of sleepers on the metre gauge, since the commencement of the second plan period.

Bridge rehabilitation and new bridges.—(a) *Ganga Bridge.*—This rail-cum-road bridge consisting of 14 spans of 397 ft. and two shore spans of 104½ ft. each has been completed and opened to rail traffic on 1 May 1959. This will permit taking of broad gauge wagons across the river Ganga to the new transshipment yard at Garhara where capacity has been provided for a daily transshipment of 350 broad gauge wagons against a capacity of the equivalent of 135 broad gauge wagons of the metre gauge wagon ferry which was operating at this point. Thus, the capacity for movement of traffic from broad gauge areas to North Bihar, North Bengal, Assam and parts of Uttar Pradesh has been increased very considerably.

(b) *Brahmaputra Bridge.*—This bridge costing Rs. 9.88 crores will consist of 10 spans of 403 ft. 4½ inch with 2 approach spans of 108 ft. 11 inch. It will carry two metre gauge railway tracks on the lower deck and a 24 ft.

wide roadway with two footpaths 6 ft. wide on either side, on the upper deck. It will allow a navigational clear height of 40 ft. above the normal high flood level.

The survey of Amingaon approach has been completed and the project plan is ready. The construction of staff quarters and other ancillary works and the earthwork both at Amingaon and Pandu is proceeding satisfactorily. The assembly and erection of well curbs for pier Nos. 3 and 4 have been completed, and the work on pier No. 5 is in progress. The arrangement of steel for fabrication of well curbs and strakes is satisfactory.

(c) *Gandak Bridge*.—The overall progress on the new Gandak Bridge for double metre gauge tracks is 61 per cent. The estimated cost of the bridge is Rs. 1.93 crores.

Electrification.—The section Howrah-Burdwan main line and Sheoraphuli-Tarakeshwar Branch were practically completed and 110 electric trains are running on the sections daily. The progress of works on other sections is proceeding satisfactorily.

It is expected that out of 1,442 route miles, work on about 800 route miles will be completed by the end of the second plan.

Staff quarters and staff welfare.—During the year under review, 11,481 staff quarters for all classes of staff were constructed making a total of 36,132 since the commencement of the second plan as against the plan target of 54,000.

New lines and restorations.—173.74 miles of new lines as detailed in Chapter IV of this report were opened to traffic during the year.

437.70 miles of new lines have been opened to traffic since the commencement of the second plan. Work is in progress on another 440 miles of new lines.

Total Plan provision and actual expenditure.—The following table gives the plan provision, and actual expenditure during 1956-7, 1957-8 and 1958-9:

TOTAL PLAN PROVISION AND ACTUAL EXPENDITURE 1956-7, 1957-8 AND 1958-9

Plan-Head.	(Figures in crores of rupees)				Total expenditure for three years (1956-9)
	Original Plan Provision	Actuals 1956-7	Actuals 1957-8	Actuals 1958-9	
1. Rolling Stock (excluding stock provided as part of electrification projects)	380	93.75	84.38	77.10	255.23
2. Workshops (excluding those provided as part of electrification projects)	65	3.41	4.76	7.09	15.26
3. Machinery and Plant		4.13	4.13	3.54	11.80
4. Track renewals		19.41	33.66	50.07	103.14
5. Bridge works	21	0.75	3.20	6.09	10.04
6. Ganga Bridge	9	2.38	2.33	2.45	7.16
7. Traffic facilities	186	15.80	30.09	45.79	91.68
8. Signalling and Interlocking works, etc.	25	1.58	2.08	3.79	7.45
9. Electrification (Electric Traction)	80	4.08	13.78	6.49	24.35
10. Staff quarters and	50	6.77	8.95	7.26	22.98
11. Amenities for staff		1.36	2.08	2.07	5.51
12. Passenger and other railway users' amenities		3.91	3.24	2.72†	9.87
13. New lines excluding electrification projects and Ganga Bridge project	66	8.39	14.05*	13.22	35.66
14. Restoration of dismantled lines	21.5	5.05	8.71	7.24	21.00
15. Other structural works		1.45	0.46	0.75	2.66
16. Investment in road services	10	1.45	0.46	0.75	2.66
17. Increase or decrease in balances under :—					
(a) Stores suspense	90**	18.00	30.52	16.48	65.00
(b) Manufacture suspense	..	0.64	1.11	2.24	3.99
(c) Miscellaneous advances	8.58	—0.32	8.26
18. Credits or recoveries :—					
(a) Credits for released materials	..	—4.66	—4.10	—5.93	—14.69
(b) Other credits	..	—7.25	—0.54	—0.97	—8.76
Total	1,121.5	178.05	251.47	245.17	675.59

* Includes Rs. 80.43 lakhs paid for the purchase of financial interests of Salem and Tanjore District Board lines—a charge against 67-c. capital contributed by Railway Companies towards outlay on Indian Railways—Discharge of debentures—and excludes Rs. 3.5 crores in respect of Visakhapatnam Port transferred to the Ministry of Transport and Communications with effect from 1 October 1956.

** Includes Rs. 40 crores on account of extra provision for imported steel.

† Inclusive of Rs. 4 lakhs on replacement account charged to Depreciation Reserve Fund.

